Amendment to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Claim 1 (previously presented): A fluid cooled brake housing for a brake system that includes friction pads and a rotatable element to be braked, the housing comprising:

a circumferential wall and two axial end walls that define a cavity for housing the friction pads and rotatable element;

an opening in at least one of the axial end walls through which a portion of the rotatable element can extend;

a fluid flow path formed around the periphery of the circumferential wall such that the fluid flow path is external to the defined cavity;

a fluid inlet in fluid communication with the fluid flow path;

a fluid outlet in fluid communication with the fluid flow path;

a supply of cooling fluid in fluid communication with the fluid inlet and the fluid outlet, the cooling fluid flowing from the fluid inlet through the fluid flow path to the fluid outlet thereby cooling the entire brake housing; and

a seal means for sealing the opening such that the cavity can be at least partially filled with a volume of lubricating fluid to provide a wet brake housing.

Claim 2 (original): The housing according to claim 1, wherein said fluid flow path includes at least one channel between said fluid inlet and said fluid outlet.

Claim 3 (original): The housing according to claim 1, wherein said fluid flow path includes a plurality of parallel connected channels extending between said fluid inlet and said fluid outlet.

Claim 4-8 (cancelled)

Claim 9 (previously presented): The housing according to Claim 1 further comprising a pump for circulating the cooling fluid through the fluid flow path.

Claim 10 (previously presented): The housing according to claim 9 further comprising a heat exchanger in fluid communication with the supply for cooling the cooling fluid.

Claim 11 (previously presented): The housing according to Claim 1 further comprising a volume of lubricating fluid sealed within the cavity and at least partially covering the rotatable element, the lubricating fluid separate from the cooling fluid.

Claims 12-14 (cancelled)

Claim 15 (currently amended): An improved housing for cooling a friction-type braking system, wherein the friction-type braking system utilizes friction pads to slow the rotation of a rotatable element, the housing comprising:

a cavity for containing the friction pads and rotatable element, the cavity comprising:

a circumferential wall;

a first end wall, the first end wall having an attachment means to affix the housing to a chassis member; and

a second end wall, the second end wall having an opening through which a portion of the rotatable element can extend;

a fluid flow path formed around the periphery of ~~within~~ the circumferential wall such that the fluid flow path is external to the cavity;

a fluid inlet in fluid communication with the fluid flow path;

a fluid outlet in fluid communication with the fluid flow path; and

a supply of cooling fluid in fluid communication with the fluid inlet and the fluid outlet, the cooling fluid flowing from the fluid inlet through the fluid flow path to the fluid outlet thereby cooling the entire housing.

Claim 16 (previously presented): The housing of Claim 15 wherein the cavity is sufficiently large to completely contain at least one disc brake caliper.

Claim 17 (previously presented): The housing of Claim 15, wherein the fluid flow path includes a plurality of parallel channels extending between the fluid inlet and the fluid outlet.

Claim 18 (previously presented): The housing of Claim 15 further comprising a heat exchanger for cooling the cooling fluid.

Claim 19 (previously presented): The housing of Claim 15 further comprising:

a heat exchanger for cooling the cooling fluid; and

a pump for circulating the cooling fluid through the fluid flow path.

Claim 20 (previously presented): The housing of Claim 15 further comprising:

a seal means for sealing the cavity; and

a volume of lubricating fluid sealed within the cavity and at least partially covering the rotatable element, wherein the lubricating fluid is physically separate from the cooling fluid.